

The Hongkong Telegraph.

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SATURDAY, JULY 9, 1904.

六拜禮

號九月七英港香

\$30 PER ANNUM.
SINGLE COPY, 10-CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND
Sinking Reserve \$10,000,000
Silver Reserve \$16,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
H. W. J. Gresson.
A. Haupt, Esq.
H. Schuett, Esq.
E. Shellim, Esq.

Chief Manager:
Hongkong—J. R. M. SMITH.
Manager:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option amounts of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1904. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital 1,000,000
Paid up Capital 324,374
HEAD OFFICE:—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq.
Creasy Ewens, Esq.
J. Focke, Esq.
G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 1/2 %
Hongkong, 4th February, 1904. [19]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Hankow.
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIETION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS:
GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA

AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.,
CREDIT LYONNAIS, DRESDENER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.
Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.
Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 1/2 per Annum Fixed Deposits for 3 months.
4 1/2 " " " 6 " "
5 1/2 " " " 12 " "

H. C. MARSHALL,
Acting Manager.
Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 1/2 per cent.
" " " 6 " " 3 1/2 " "
" " " 3 " " 2 1/2 " "
T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP AND TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904. [643]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS:

SINGAPORE, COLOMBO and BOMBAY NANKIN July 10th, Daylight } Freight only.
(Calling at Penang if sufficient inducement offers). H. W. Kenrick, R.N.R.

YOKOHAMA, SHANGHAI, MOJI and KOBE BORNEO About 11th July } Freight and Passage.
(Passing through the Inland Sea). G. W. Gordon, R.N.R.

SHANGHAI SIMLA About 14th July } Freight and Passage.
F. R. Summers

LONDON, &c. CHUSAN July 16th, Noon } See Special Advertisement.
W. B. Palmer, R.N.R.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 8th July, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES
ROON WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD WEDNESDAY, 3rd August.
PREUSSEN WEDNESDAY, 17th August.
PRINZ HEINRICH WEDNESDAY, 31st August.
GNEISENAU WEDNESDAY, 14th September.
BAYERN WEDNESDAY, 28th September.
SACHSEN WEDNESDAY, 12th October.
ZIELEN WEDNESDAY, 26th October.
PRINZESS ALICE WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD WEDNESDAY, 23rd November.
PREUSSEN WEDNESDAY, 7th December.

ON WEDNESDAY, the 23th day of July, 1904, at Noon, the Steamship "ROON" of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 18th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
HONGKONG, 6th July, 1904. MELCHERS & CO., AGENTS. [3]

Intimations.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

DELICIOUS WITH FRUITS, SWEETS, TEA, COFFEE, &c. PRESERVED IN ALL ITS NATURAL RICHNESS.



"Gold Reef" BRAND
PURE RICH CREAM
(STERILIZED)

— PRICES —

Quarter tins 30 c., Half tins 40 c., One tins 60 c.
Hongkong, 10th May, 1904. [38]

POMLO BITTERS.

A PERFECT REMEDY FOR DYSPEPSIA.

Prepared from an extract of Chinese Pomelo Fruit, thoroughly peptonized and pancreated, will produce wonderful results as an appetizer and digestant.


CALDECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD,
Hongkong, 2nd July, 1904. [42]

Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is. Bovril represents a perfectly scientific combination of the stimulative and flavouring features of meat-extract with the nutritive properties of beef. Bovril is readily taken and easily digested and assimilated by even the most feeble constitution.



JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SUKUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malszuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
S. MINAMI, Manager, Hongkong.
[780]

JOHN DEWAR SONS & Co., PERTH
WHISKY,
Extra Special \$16.00 per case 12/1
White Label \$24.00 " " 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [778]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [136]

MACAO AND CANTON HOTELS.
A LITTLE CHANGE.
The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.
Wm. FARMER, Proprietor.
[27]

THOMAS' HOTEL.
A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.
For Particulars apply to
THE MANAGER.
[39]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.
For Terms, &c., apply to the
MANAGER.
Hongkong, 22d July, 1900. [132]

TRADE MARK.

TELEPHONE No. 135.

ASK FOR CLUB WHISKY AND SEE YOU GET IT.

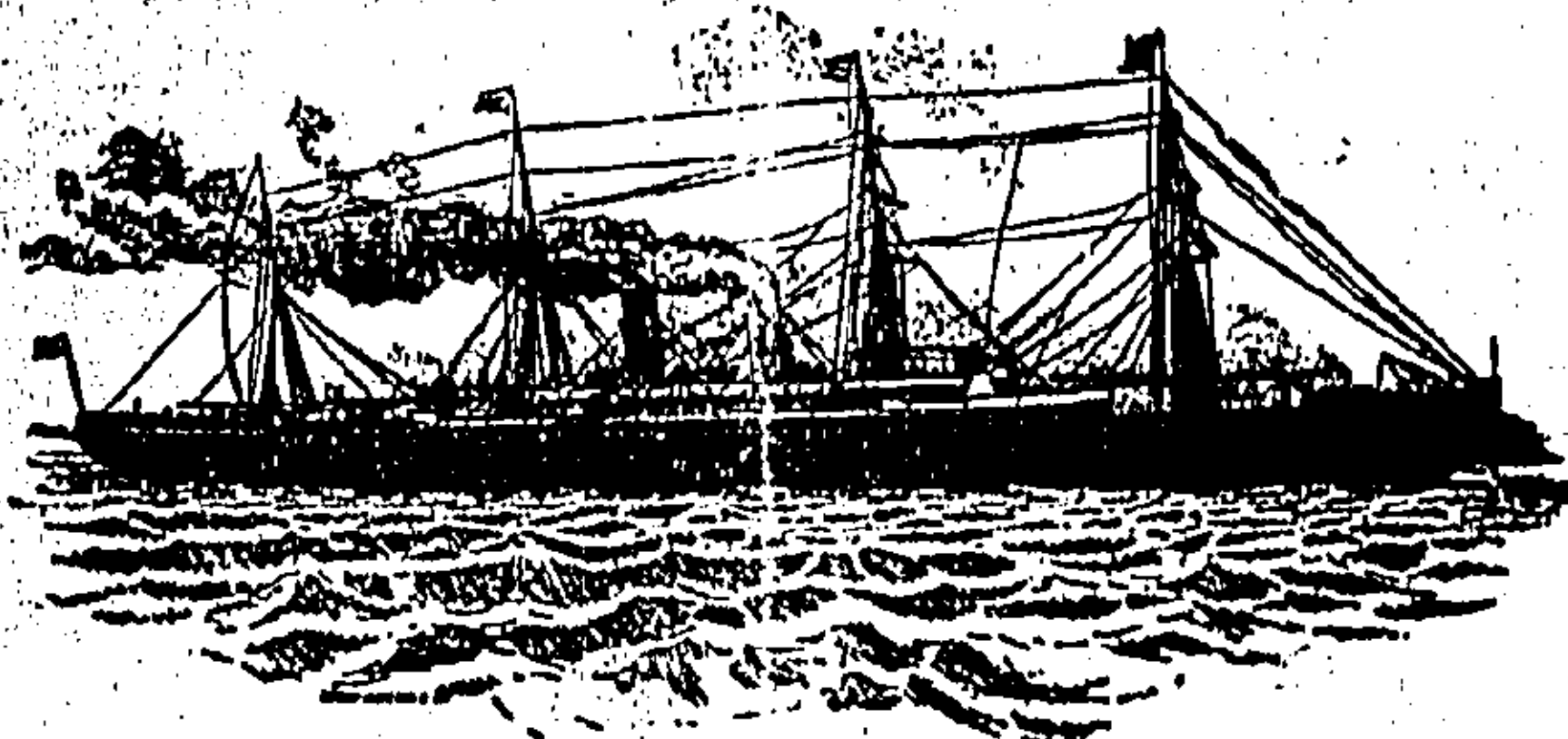
ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.
Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.
Hongkong, 13th April, 1904. [41]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,264 Gross Tons.	THURSDAY, 21st July, at Noon.
"OPTIC"	4,352 "	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,600 "	THURSDAY, 15th September, at Noon.
"DORIS"	4,784 "	TUESDAY, 27th September, at Noon.
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 21st July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

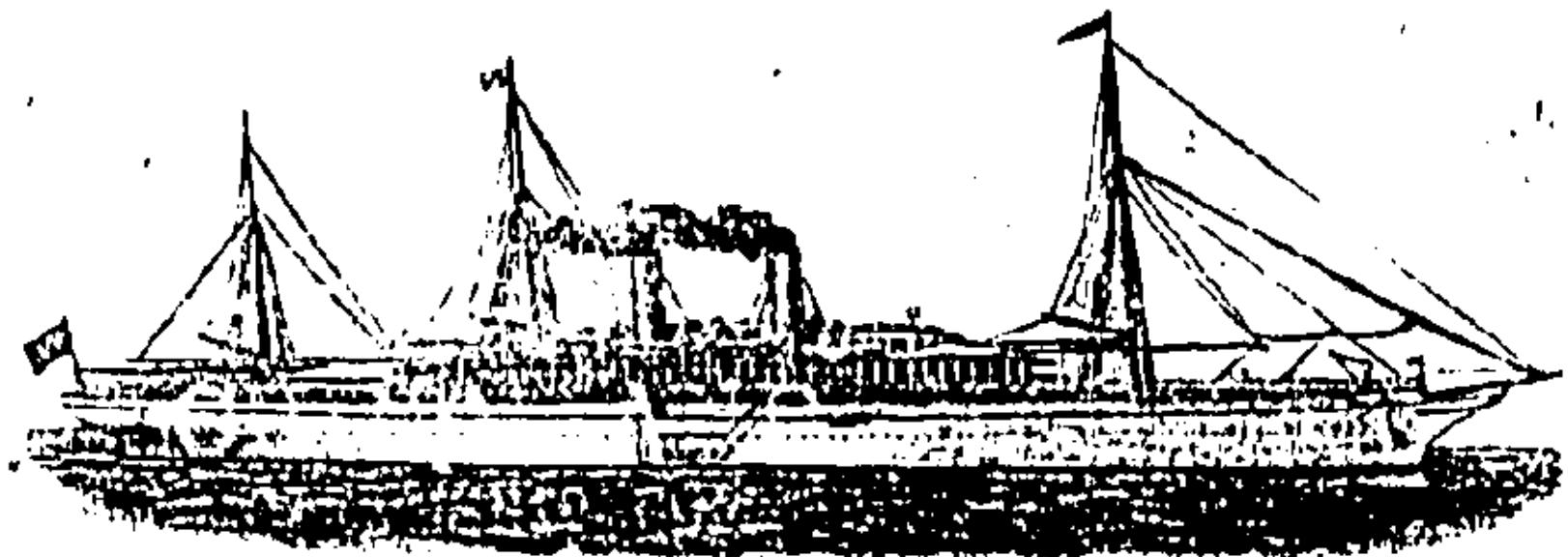
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 9th July, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 13th July.
"ATHENIAN"	2,440 "	WEDNESDAY, 20th July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd August.
"TARTAR"	4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.

Hongkong to London, 1st Class, via St. Lawrence 46c. Via New York 46c.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail 44c.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 8th July, 1904.

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRECHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ von Holt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July. Freight.
BADENIA Roerden	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th August. Freight.
SPEZIA (ex BAMBERG) Mittelfeld	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August. Freight.
ANDALUSIA Schmidt	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Sept. Freight.
SCANDIA (ex KONIGSBERG) Mayer	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 6th July, 1904

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,393 tons.	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,250 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,800 "	J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.
Departures on Sundays at NOON.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.	Captain J. Willox.
"NANNING"	569 "	C. Ditchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

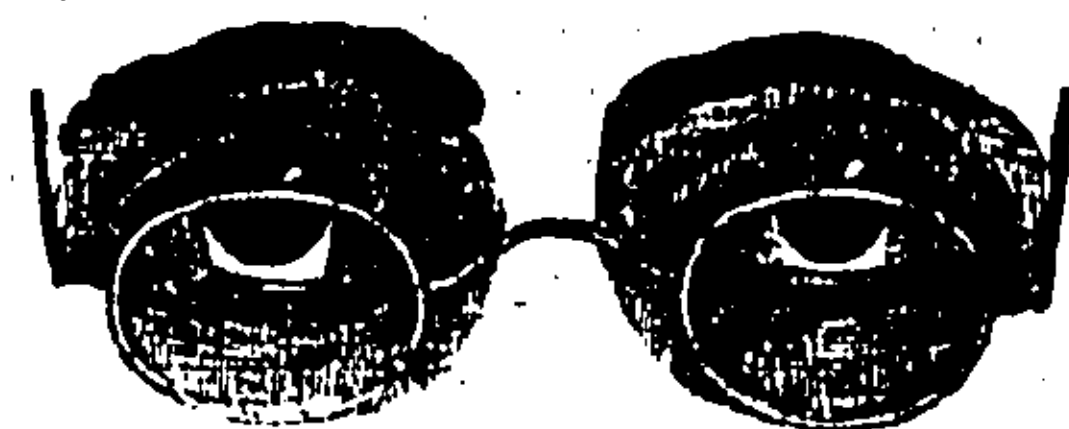
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED INK
BRAND, HARTMANN'S GREY PAINT
DAILER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 15th December, 1903.

LEVY HERMANOS.

JEWELLERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

50]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors
give many names, but which few of them really
understand. It is usually weakness—a break-down,
as it were, of the vital forces that sustain the system.

No matter what may be the cause (for they are all
most numerous), its symptoms are much the same:
the more prominent being sleeplessness, sense of
exhaustion or weariness, depression of spirits and
want of energy for all the ordinary affairs of life.

Now, what ails is absolutely essential in all such
cases is increased vitality—vigour—
VITAL STRENGTH & ENERGY
to throw off these morbid feelings, and experience
proves that as night succeeds the day this may be
more certainly secured by a course of the cele-
brated life-giving tonic.

THERAPION No. 3

than by any other known combination. So surely
as it is taken in accordance with the printed
directions accompanying it, will the shattered
health be restored.

THE EXPIRING LAMP OF LIFE
LIGHTED UP AFRESH.
and a new existence imparted in place of what
had been a weary, "tired up" and
valueless. This wonderful restorative is purely
vegetable and innocuous, is agreeable to the taste
—suitable for all constitutions and conditions, is
richer in nutriment than any other food, and is
permanently beneficial by this never-failing re-
generative essence, which is destined to cast into
oblivion everything that had preceded it for this
wide-spread and superstitious of human ailments.

THERAPION is sold by
the principal
Chemists and Druggists of the world. Obtainable in
England, India, and all other countries.

"THERAPION" appears on British Government
Stamp (who to letters on a red ground) affixed
to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and
SPIRITS direct from the Growers in France, we are in a position to supply these
requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following—

3 qt. bots. Bordeaux.
3 " " Beaujolais (Burgundy).
3 " " Vin Rosé.
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	42 " " "
Brut Impérial	50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend at \$13.50 per case of 1 dozen quarts.
Black and White, at 17.50 "
Royal Household, at 20.50 "

We request of connoisseurs the favour of a trial of the products we offer, being convinced
that they will find them of excellent quality at the same time as they are moderate in price.
Hongkong, 9th June, 1904.

[707]

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

100-HOUSE ROAD.

Now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 10th September, 1903.

[784]

Hotels.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 22nd October, 1903.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.

[637]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1903.

[59]

GO TO THE
KOWLOON HOTEL,
KOWLOON.

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of July, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Plantation Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
100	Plantation Road, Peak.	100' 0" x 100' 0" x 100' 0" x 100' 0"	1.50	100	1,250

Hongkong, 2nd July, 1904. [788]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904. [132]

Notices of Firms.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCILL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st July, 1904. [791]

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st July, 1904. [792]

Entiminations.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904. [677]

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vieux Road.

Hongkong, 11th May, 1904. [658]

JUST UNPACKED.

A CONSIGNMENT OF FRESH PROVISIONS from Messrs. CROSS & BLACKWELL and PHILLIPS & CUNARD'S.

ALSO Messrs. HUNTLEY & PALMER'S Varied Assortment of BISCUITS AND CAKES.

AND CADBURY'S Best Assorted CHOCOLATE SWEETS.

Inspection Earnestly Solicited.

H. RUTONJEE, No. 5, D'Aguiar Street, or

56 to 58, Elgin Road, Kowloon.
Hongkong, 6th July, 1904. [77]

Entiminations.

TENDERS are invited for the SUPPLY OF COOLIES for H.M. NAVAL YARD. Apply personally at the Secretary's Office. A Guarantee Deposit of \$5,000 will be required from the man selected. Hongkong, 7th July, 1904. [805]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY YEARLY MEETING OF THE SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 16th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th July, both days inclusive.

By Order of the Board of the Directors.

CHIB. LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1904. [776]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,

General Managers

Hongkong, 22nd June, 1904. [74]

THE ROBINSON PIANO Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY FINE SAMPLES

OF UPRIGHT PIANOS

RACHALS, STUART,

&c., &c., &c.,

— AND —

BABY-GRANDS,

BY WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th May, 1904. [72]

EGYPT 10-DAY.

THE LAND OF CLEOPATRA.

(By H. Rider Haggard)

At Cairo, on the railways, and in many places in Egypt, French still seems to be, if not the official language, at least a common means of communication between Turks, Arabs, and Europeans.

Thus public notices of all sorts are drawn up in French and Arabic—not in English and Arabic. But in the hotels, on the other hand, one hears a great deal of English, some German, and very little French. Indeed, visitors from France to Egypt seem to be comparatively scarce nowadays. As the expense of travelling here would scarcely stand in the way of many of the citizens of so rich a nation, I imagine that their absence must be due to other causes.

Yet it well might do so, for the cost of even a brief visit to Egypt has become considerable. Says one of the guide books in effect, "What is chiefly needed on the Nile is money, and plenty of it." The statement is accurate, for I estimate that the expense of living here, for the visitor, at any rate, has almost doubled since I was in the country at the beginning of 1887. The hotels are, for the most part, very comfortable, but they are expensive, and many of their extras! Further, when all this is done with there remains the *bakhsheesh* that everybody expects upon every possible occasion. Also a thirty country, where only the brave venture upon water and a bottle of Apollinaris costs about eighteenpence, the question of drinkables is important.

NOT FOR MODERATE MEANS.

In short, unless things change, the beauties and historical attractions of Egypt must henceforth be considered one of the many exclusive heritages of the wealthiest classes of Europe and America, whose prodigality has in this respect made the country what it is. It may seem hard, but to persons of moderate means, and to the vast majority of the working—by which I mean the professional—classes its ancient portals are in practice closed.

The sick who seek this health-giving land to be cured of their diseases must also suffer or keep away, since but a small proportion of them can meet expenses calculated upon a scale that is welcome only to the flower of Chicago or Johannesburg. Who, for instance, can compete against or, with any comfort, follow in the steps of the individual who considers fifty pounds sterling a suitable *bakhsheesh* for his dragoman? Such people, and the example is no fable, make a land very difficult for more modest folk to sojourn in. Sometimes the English giver of *bakhsheesh* wonders what the receiver of the same—i.e., in this way or in that the majority of the lower classes of native-born Egyptians with whom he is likely to come in contact—thinks of him in his collective heart. For instance, does the smooth-tongued guide or driver who smiles as he pockets his generally excessive fee really mean his pleasant words of farewell? I have been at some pains to ascertain the opinions of those who, from their position and years of residence, should know the truth, and this is the sum of what I have learned.

In his youth that very man, perhaps, or at least his relatives, laboured in the *corvée*. He worked under the whip, his pay was nothing, his bed the damp ground, his food he found himself. Now he is clad in fine robes, often he has large savings; he is a person of importance. Want and oppression are far behind him. Surely, then, he should love those who brought about this marvellous change, who, taking nothing but the dignity and the power, touched the mass of cruel corruption with that new crook of Osiris, Britain's pure wand of justice, and turned it to a mount of sweet security and to a pile of shining gold. So it should be also with his parents the peasants, his uncles the shopkeepers, his cousins the hotel waiters—in short, with every working class in Egypt.

CONSCIENTIOUS INGRATES.

Well, is it so? Nobody seems to think it. Some believe, indeed, and it seems the sunset view, that, however much the Pashas and rich people who have lost their importance, and especially their power to oppress, may hate us, the fellahen—i.e., the peasants, who form the bulk of the population—at least know on which side their bread is buttered. They also may not love us, but to them our presence means water and money. Therefore, it means life, or at least plenty, as opposed to starvation. It means Right as opposed to the law of the Stick. Even in 1887 it was common to see peasants being thrashed by persons in authority; in 1904 I have not as yet seen a rod lifted. It means, in short, a day's pay for a day's work. Therefore, say these authorities, although the people might and probably would, stand aside if we became involved in troubles with other Powers over the question of Egypt, they would not originate such troubles, or even take any active part in them. And as for the Sudanese, they at least respect us with the respect that Men have for Men of whatever race.

Others hold that even the fellahen hate us actively, and that our typical smiling and grateful guide would perhaps be the very first to cut our throats, if he could see a chance of doing so with safety to himself. The reason is religious, for of course, I speak of the Mahomedan population and not of the Copts. You may, for instance, win the affection and even the love of a Zulu, but scarcely of a servant of

LEARN SHORTHAND AT HOME

by correspondence. 10 weekly lessons will make you perfect.

OBTAIN HIGHER SALARY.

Shorthand is nowadays indispensable to everybody. Utilize spare time. Very moderate fee. We procure positions.

Write for free booklet.

CENTRAL CORRESPONDENCE COLLEGE,

115, Temple Chambers,

Temple Avenue, London, E.C.

[30, 727]

the Prophet—at least, in Egypt. Remember that in his heart the most cringing of these people, freed by us from the oppressions of ten thousand years, looks upon the very best of his deliverers as inferiors—as dogs without the pale, who by right and law should be offered the choice of the Koran or the death of a dog. In our easy tolerance of quaint faiths and their followers we forget this, but the obsequious fellah does not forget it. It thrills every fibre of his being, and, therefore, at heart he loathes us. We suppose in our ignorance that benefits bestowed involve gratitude towards the bestower. It cannot do so, for in the hearts of these recipients no such sentiments exist.

GRATITUDE NOT NEEDED.

A gentleman who has authority over large bodies of men, and therefore a person of importance in native eyes, told me that not long ago he was riding with a lady through a native town when they were seriously and even dangerously mobbed; so much so that the leaders of the crowd subsequently received severe punishment. He added that on this occasion he was indeed thankful that the lady, his companion, could not understand Arabic, and that even in Cairo a lack of knowledge of that tongue is often a blessing in disguise.

On the whole, then, I gather that our efforts for the welfare of this people win us no more thanks in Egypt than they do in Europe. Yet the contemplation of what this country has done here within a brief score of years may well fill an Englishman with pride. In face of difficulties from within and without those good deeds have been wrought by the energy of Lord Cromer, and his subordinates, and a nation raised from misery to wealth. Therefore, we can afford to dispense with gratitude. Also, even should the Egyptians wax fat and kick, or foreign Powers take some opportunity to hamper us in our work, or to protest against our continued occupation of the land, we can afford to laugh at fears or threats, come whence they may. The Suakin-Herber Railway is, I understand, now half completed, and will be open in two years. The owners of this railway, especially if it be a sea-power, can in a single week pour an army on to the banks of the Upper Nile, and, for obvious reasons, the people who control the Nile control Egypt and its water supply. That is why the matter of the lordship of Fashoda was vital to Egypt and to its protector, England.

UNDER TWO FLAGS.

Further, in the Sudan our position is less ambiguous than it is in Egypt proper. There the Egyptian flag flies alone, and whatever may be the Power behind him, His Highness the Khedive is first and ruler, if not precisely in the fashion of his predecessor Rameses.

But I write these lines within the boundaries of the Sudan, and, as it chances, at the moment we are passing the Sudanese Government steamer *Ambigol*. She carries the Egyptian flag at her bow, but at her peak the Union Jack, to show that here the countries bear a sway that is, in theory, equal.

To turn to a different subject.

On the face of one of the temples at Abou Simbel, just above the solitary grave of a British officer, is a white marble tablet recording General (now Lord) Grenfell's victory over the forces of the Mahdi at Toski in 1889. So poor and shallow is the cutting of this marble that already it is difficult to read. Within a few yards of it, setting out the victrix of Egyptian Kings, are many hieroglyphics almost as fresh, after 3,000 years, as the day the sculptor left them! In less than another century the record of our triumph will be indecipherable.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903. [783]

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904. [641]

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to—

HUGHES & HOUGH,

8, Des Vieux Road.

Hongkong, 27th June, 1904. [769]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES,

GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAT KWONG CO., 56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [51]

Entiminations.

DONE BY TRYING.

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste and smell and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases, that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOLE'S PREPARATION the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so detested, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles. Dr. W. H. B. Aikins, F. R. C. P., London, Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appealed to me as being prepared according to correct scientific principles. It increases the appetite, influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. It represents the dawn of progress." At chemists everywhere.

7

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON, Manager.

Hongkong, 18th April, 1904. [61]

To Let.

TO LET.

NO. 1, RIFON TERRACE in FLATS. No. 4, RIFON TERRACE. No. 37, WONG NEI CHONG ROAD, facing Race Course. FLATS in MORETON TERRACE, facing Polo Ground. OFFICES in course of erection, COMNAUGHT ROAD (near BLAKE PIER). GODOWN: PRAYA EAST. No. 1, CLIFTON GARDENS. OFFICES in Nos. 10 and 16, DES VUEX ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th July, 1904. [1813]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [436]

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.

Apply to—

SECRETARY, A. S. WATSON & Co., Limited.

Hongkong, 16th June, 1904. [729]

TO LET.

IMMEDIATE POSSESSION. FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—

JEBSEN & Co.

Hongkong, 27th April, 1904. [559]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and airy flats of 2 or 3 rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH, Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 2nd May, 1904. [49]

TO LET.

LARGE HOUSE. SIX SPACIOUS ROOMS and many others. No. 35, Caine Road.

Apply to—

VEW KEE BANK,

133, Queen's Road.

Hongkong, 18th June, 1904. [736]

THE WINE GROWERS SUPPLY CO.

THE Undersigned, having been appointed AGENTS for the WINE GROWERS SUPPLY COMPANY OF PARIS, are now prepared to answer inquiries and receive orders for all kinds of WINES and SPIRITS, at 22 and 24, Bank Buildings.

BARRETTO & CO.

CLARETS.

Bottled by Jules Merman & Cie, Bordeaux.

Per Case. Per Case. 1 doz. qts. 2 doz. pts.

Pauillac \$14.00 \$15.00

Cotes 15.00 —

Medoc 16.00 —

St. Estephe 17.00 17.00

Chateau Ludovice 17.00 18.00

"Galic 18.00 19.00

"Margaux 20.00 21.00

"Mouton d'Armailbacq 24.00 25.00

"Pontet Canet

Announcements.

A. S. WATSON & Co.,
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These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

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A. S. WATSON & CO.,
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Hongkong, 20th June, 1904.

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Telegram Address: "Telephone," No. 358.
MARINEWORK.
Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 9, 1904.

ARMY RE-ORGANISATION.

The extraordinary statement made by the *Standard*, and contained in the Reuter telegram published in our columns to-day, with regard to Mr. Arnold Foster's revised scheme for the re-organisation of our land forces will undoubtedly cause astonishment and alarm in the minds of many. The big London daily, which has always been distinguished for the reliability of the information it makes public, tells its readers that our present Secretary of State for War proposes to sweep the Militia out of existence, reduce the Volunteer Force by 60,000 and the garrison in South Africa by 5,000 men, and partly denude the important fortresses of Malta and Gibraltar of their present military strength. To such as have studied the all-important question of Imperial Defence with any care, taking into consideration the deplorable want of strength and organisation in our existing military organisation, which was brought to light during the South Africa campaign, and have compared our system with those adopted by other powers, the suicidal proposition of Mr. Arnold Foster can seem little better than a colossal absurdity. The revised scheme which the *Standard* attributes to our Minister for War is all the more blatant in its preposterousness inasmuch that its main propositions are in direct opposition to the wise counsels contained in the recent report of the Royal Commission of the Militia and Volunteer Forces. This report, signed by no less authorities than the Dukes of Norfolk and Richmond, the Earl of Derby, General Lord Grenfell, General Sir Coleridge Grove, Colonel O'Callaghan-Westropp, Colonel Llewellyn, M.P., Mr. Henry Spenser Wilkinson, and Mr. H. W. McNally, contains in its concluding paragraphs the following recommendations:—"First, that as far as possible the whole able-bodied male population shall be trained to arms; secondly, that the training shall be given in a period of continuous service with the colours, not necessarily in barracks; and, thirdly, that the instruction shall be given by a body of specially educated and highly-trained officers. It would be ridiculous to imagine that the acknowledged experts who formed that Commission did not recognise the extreme importance of the advice they were giving, and it is certain that it was only after a careful study of the momentous question entrusted to their deliberation that so weighty a decision was arrived at. With regard to Mr. Arnold Foster's announced proposals concerning the Militia and Volunteer Forces of the Kingdom, this Minister, appears by them, to give an absolute denial to the advice tendered by the Royal Commission. In its report we find: "In view of facts and figures, it seems to us evident that the standard which was deemed sufficient for the efficiency and strength of the Militia and Volunteers before the reconstruction of the military systems of Europe, and before the development of modern navies, can no longer be regarded as applicable to the present time. The task for which these forces must be prepared is far harder than any which could have confronted them in those days. Moreover, we could not ignore the situation which arose in the United Kingdom in 1900 during the progress of the South African war. The country had at that time become practically denuded of organized units of the regular Army. The Royal Navy was completely available for its defence against invasion, but this protection was not judged sufficient, and emergency measures on a large scale were adopted, which included the embodiment of the Militia, periods of special training for the Volunteers, and considerable increase in their numbers. These were the general considerations present to our minds at the outset." Under the heading "General Observations," the report is even more emphatic, for it states that the Militia force has always formed a link between the Army and the people, and it is evidently undesirable so long as the Army rests on its present basis, to introduce changes in the Militia which might, by diminishing its strength, render precarious this source of recruits for

the Regular Army. Of the propositions formulated by the Commission concerning the advisability of adopting a system of compulsory service there is much, indeed, to be said, and the question is of so great an importance that it deserves to be treated apart; even more so since it would seem that the Secretary of State for War makes no reference to it in his revised scheme. The main object of Mr. Arnold Foster's recommendations would seem to tend towards the reduction of the present forces at the disposal of the Empire, the strength of which has already been declared absolutely inadequate for us to hold our own against any one of the greater European powers possessing a numerous, well-trained and well-organised national army. No better proof of the wisdom of the advice that has been given to the nation by the Royal Commission can be found than in the present situation of our ally, Japan. By its geographical situation the Empire of the Mikado bears a strong resemblance to Great Britain. Japan's first line of defence is, and always will be, her navy even as it is the case with ourselves. Yet, in the present struggle, of what aid to the eventual success of that brave nation would have been the victories of her fleets had she not been able to follow up the advantages secured by striking at her enemy with a strong and splendidly organised army? It is a recognised rule among experts in war that the best system of defence is the adoption of a rapid offensive. It is better to strike at an enemy on his own ground than to give him a chance of carrying war into our own country—an ever existing possibility with the speed of modern ships, when the country in danger of invasion possesses an extended seaboard. That our navy can be relied upon in the hour of peril there can be no doubt, but our ships cannot be everywhere at once; our coastline is manifestly ill defended and, consequently, open to a raid from a daring foe or combination of foes, which, without meaning victory for the aggressor, would bring war to our very midst, and ravage and ruin to a portion of the Kingdom. Retrenchment is apparently the main object of Mr. Arnold Foster's scheme, and in this he would seem to be pampering to the outcries of the Opposition rather than working in the real interests of the nation.

LOCAL AND GENERAL.

THE meeting of the Water Polo Association is to be held on Wednesday.

MEMBERS of the Victoria Recreation Club intend holding an aquatic carnival on the 23rd inst.

F. S. GORDON, now stationed at Sham Shui Po, has been appointed an inspector under the Sale of Food and Drugs Ordinance, 1896.

SURVIVORS of those aboard the *Sudo Maru* and the transports sunk on the 16th and 17th ult. arrived at Vladivostok on the 20th idem.

THE German gunboat *Tiger* proceeds to Swatow on Monday afternoon. From there she will go on to Japan via Amoy and other ports.

MR. T. L. PERKINS has had his name added to the list of authorised architects under section 7 of the Public Health and Buildings Ordinance, 1903.

THE distribution of prizes to the scholars of the college at *L'Asile de la Sainte Enfance* took place this afternoon at 3 o'clock, when Mrs. May presided.

IT is announced that the Singapore Cricket Club has accepted the invitation of members of the Hongkong Cricket Club to send an eleven representing the Straits Settlements to this Colony in November next.

AN Indian watchman employed by Messrs. Watson & Co. desired to entertain some friends, and not having the wherewithal to purchase refreshments clipped into the aerated water department and stole three bottles of sarsaparilla. Three months' hard labour.

THE name of Dr. A. R. Foster, L.R.C.P., M.B.C.S. Alexandria Buildings, has been added to the register of medical and surgical practitioners, qualified to practise medicine and surgery in Hongkong. Dr. Foster has been appointed Deputy Health Officer of the Port, *vice* Dr. R. Gibson, for so long as he continues in partnership with Dr. G. P. Jordan, or until further notice.

WITH a certain Chinaman who appeared in the dock at the Magistracy this morning it is evidently a case of a small profit with a quick return. He came out of gaol in the morning and managed to steal some wood, with the result that he was back again before the afternoon. This time he remains for six weeks after six hours in the stocks.

A CLYDESDALE correspondent writes: "It is to be hoped that the owners of the Glasgow steamer *Tweeddale* do not belong to the United Free Church, as if they do they stand a good chance of being excommunicated by that sanctioning religious-political body the U. F. Presbytery of Glasgow, which recently denounced the importation of Chinese labourers into the Transvaal as slavery of the most degrading sort—though doubtless if the owners of steamers engaged in carrying the said slaves see fit to give a handsome donation to the Sustentation Fund out of the profits of the business the money will be gratefully received and no questions asked as to its origin."—*S. Fraser.*

SEVEN plague cases, of which four were fatal, occurred up to noon to-day. There have now been 408 since the opening of the year.

H. E. the Officer Administering the Government has appointed Messrs. J. Williamson, D. McHardy, W. Cameron, W. Robertson and A. Gordon to be sanitary inspectors under section 19 of the Public Health and Buildings Ordinance, 1903.

AT a recent meeting of the Siam Society, M. Pierre Morin read a paper, entitled "Notes Laotiennes," which referred to a ceremony now known under the names of *Ba Si* or *Sow Kowan*, and which is practised in the north among the Laos. Phya Prajakich gave a paper on the Menam Meen and the provinces of the East.

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th ult., as certified by the managers of the respective banks, are published in the *Gazette*.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,.....	\$3,598,439	\$2,200,000
Hongkong and Shanghai Banking Corporation,.....	12,003,790	7,000,000
National Bank of China, Limited,.....	394,843	150,000
Total,.....	\$15,997,072	\$9,350,000

THE Chilean Consulate at Queen's Buildings was the scene of a disturbance yesterday when an unemployed Chilean threatened the Consul and insulted him to such an extent that the police had to be called in. A man by the name of Mancella entered the office and requested employment, and when told that he had been recommended for several jobs and that nothing further could be done for him, he insulted the Consul and threatened to give him a thrashing. At the Magistracy this morning previous convictions were proved against the man, who was fined \$25 or a month, and while waiting the usual formalities prior to being escorted to gaol he caught sight of the Consul and again threatened him with a thrashing.

DR. Sven Hedin has furnished additional evidence of the Chinese invention of paper. On his recent journeys he found Chinese paper dating back to the second half of the third century after Christ. This lay buried in the sand of the Gobi desert, near the former northern shore of the Lop Nor sea, where, in the ruins of a city and in the remains of one of the oldest houses, he discovered a goodly lot of manuscripts, many of paper, covered with Chinese script, preserved for some 1,650 years. The date is Dr. Hedin's conclusion. According to Chinese sources, paper was manufactured as early as 2000 years B.C. The character of the Gobi desert find makes it probable that the making of paper out of vegetable fibres was already an old art in the third Christian century.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Tuesday next, at 3 p.m. Following are the orders of the day:—

1. Financial minutes. (Nos. 30 to 38.)
 2. Report of the finance committee. (No. 7.)
- Resolution by the Attorney General:—

Resolved that in accordance with the requirements of section 10 (2) of the Statute Laws (Revised Edition) Ordinance, 1900, the "New Edition" of the Hongkong Ordinances, prepared by Sir John Carrington and now laid before the Council, is approved.

QUESTIONS.

By the Hon. G. Stewart:

1. The open space in front of the Hongkong Club being no longer used for the storage of cement blocks, and the small railway to the Praya for the crane having been picked up, will the Government be able soon to allow the Botanical Department to open up the space for public use as a garden, as promised by Sir Henry Blake on 20th July, 1903?
2. Will it be possible this year, by dredging or otherwise, to increase the space available for small craft in the typhoon shelter at Causeway Bay, as it is much silted up at low water? Have the Government decided on any plan for a new typhoon shelter?

3. In view of the recent fire at the Ferry Wharf, will the Government take into consideration the advisability of making improved approaches and shelters at Blake Pier and Queen's Statue Wharf?

By the Hon. H. E. Pollock, K.C.:

1. In connection with the burning of the Star Ferry, may I ask the Government kindly state how many minutes (approximately) after the commencement of the fire was the water from the mains turned on to and playing on the fire?

2. Will the Government state what is the estimated cost of establishing a system of electric fire-alarms in the City of Victoria? Does the Government propose to establish such a system? Is it the fact that at the present time the alarm has to be given by a Police officer who has to leave his beat for that purpose? If so, does the Government consider such a system of giving the alarm satisfactory? If the Government does not consider such a system of giving the alarm satisfactory, what steps does the Government propose to take in connection with the matter?

ORDERS OF THE DAY.

First reading of a Bill entitled An Ordinance to authorize the appropriation of a supplementary sum of three hundred and thirty-one thousand six hundred and twenty-four dollars and forty-one cents, to defray the charges of the year 1903.

First reading of a Bill entitled An Ordinance to amend the Criminal Procedure Ordinance, 1899.

S. B. C. ROSS, Clerk of Council.
A meeting of the Finance Committee will be held immediately after the Council.

PIRATES DEFTY POLICE

ON LANTAO ISLAND.

Several years ago piratical attacks in the creeks of the Canton River, and often in mid-stream, were of common occurrence, and the Vice-regal authorities made strenuous efforts to suppress these bands of robbers composed, for the most part, of disaffected villagers who, by reason of floods and famine, were reduced to such a condition that they took to molesting junk people and relieved them of whatever might be turned to account. During his tenure of office, the late Viceroy Li Hung Chang and his successor endeavoured to put a stop to this state of lawlessness, so destructive not only to life and property, but also to the commercial prosperity of the district. Since the death of Tao Mu, these scourges of the delta revived, and were as bad as ever until the beginning of 1903 when, by reason of the shooting of a European constable (belonging to the British Consulate at Canton) on board of a junk the robbers evidently desisted from their daring attacks. They have now reappeared at various places along the coast, and reports to hand show them to be at work in British waters. A few days ago the police at the Tai O station received information of the visit of pirates to the neighbouring village and, headed by Sergt. Floyd, the men turned out and gave chase to the robbers, who had already held up a number of big fishing junks. The pirates beat a hasty retreat inland and were followed over the hilly ground by the police who, upon coming up with them, were stubbornly resisted. The "melee" continued for some time the villagers joining in the fray with all sorts of implements. But such a formidable foe closing with them, the enemy cleared off and, with the exception of four, succeeded in getting away. These four were brought to Hongkong, and were taken to the Magistracy yesterday when four junk people gave evidence and a remand was ordered.

FOREIGN WARSHIPS IN HONGKONG.

The following regulation made by the Officer Administering the Government in Council, under the authority of the Merchant Shipping Ordinance, 1899, is published in the *Gazette*:—

1. Foreign ships-of-war shall not make any examination or survey of the shores or waters of the Colony either from such ships or by means of boats or otherwise.

2. Foreign soldiers or sailors shall not be landed in the Colony from any vessel without the permission of the Governor obtained through the consul or officer of the country to which such soldiers or sailors belong.

THE DEATH OF MR. DORABJEE NAOROJEE.

THE PARSEE CLUB CEREMONY.

A very large gathering of Parsees met at the Parsee Club this afternoon at 3 o'clock for the "Uthanna" of the late Mr. Naorojee, whose death was announced yesterday.

At the close of the ceremony, which was most impressively conducted by the Dastoor (Priest), and lasted till nearly four o'clock, Mr. H. N. Mody, who presided, spoke of the noble qualities of the deceased. He said that his spontaneous and universal charity were well known to them all, to Parsee and European alike, for his was a sympathetic heart which knew no narrow limit of creed or nationality. Nor was his kindly benevolence limited only to mere money giving; he was ever ready with good advice, and often, himself, found employment for their less fortunate brethren who required it. Mr. Mody said that Mr. Naorojee was one of the trustees of their own Charity Fund, and he proposed that a fund to be called the "Dorabjee Naorojee Fund" be opened as a lasting memorial of the deceased. He (Mr. Mody) would be pleased to contribute and he hoped that a large sum would be promised in the room. He felt sure that their presence there that day would be much appreciated by Mr. Dorabjee's family, and that their action would have their approval.

CHINESE EMIGRATION.

A new scale of medicines and medical comforts for Chinese passenger ships is published in the current issue of the *Government Gazette*. We understand that representations were made by the Transvaal Emigration Agent as to the inadequacy of provisions by way of medicines and medical comforts under the old Chinese Passenger (Imperial) Act of 1855, which has regulated the traffic in coolies to the Straits Settlements and other places up to the present time. The fact that the insufficiency of the provisions was brought to the notice of the local Government by the representative of the Transvaal Government points to the care and attention with which the despatch of coolies to the Rand is being conducted.

RESUMPTION OF LAND.

For the purpose of determining the amount of compensation to be paid in respect of certain resumptions, registered in the Land Office as the portions of sections 24, 25, 26, 27, 28, 29 and 30 of Inland Lot No. 8 upon which stand Nos. 1, 2, 3, 4, 5, 6 and 7, Kau U Fong, and sub-section 1 of section 32 of Inland Lot No. 8 (No. 4, Kau U Fong West), and sections 37, 38 and 39, sub-section A, and the remaining portion of section 40, and sub-section A, and the remaining portion of section 41 of Inland Lot No. 8 (Nos. 1, 3, 5, 7, 9, 11, 13, 15, 17 and 19, Kau U Fong South), H. E. the Officer Administering the Government has constituted a Board consisting of the following members:—His Honour T. Sercombe Smith, Puisne Judge (Chairman); The Hon. P. N. H. Jones, Director of Public Works (member nominated by the Officer Administering the Government); and Mr. W. Danby, M.C.E. (member nominated by or on behalf of the owners of the property resumed). Mr. A. B. Safford, Puisne Judge's Clerk, has been appointed by the Officer Administering the Government to act as clerk to the board, the sittings of which will commence at the Supreme Court on the 22nd inst.

MATTERS CLIMATIC

DURING JUNE.

An extract of meteorological observations, made at the Hongkong Observatory during last month show that no less than 19.640 inches of rain were recorded, the greatest fall on one day being 5.190 inches on the 29th, followed by 3.260 inches on the 30th. There were twelve days upon which no rain was recorded, and four upon which no sunshine was observed. The highest temperature noted was on Sunday, the 26th, when the thermometer rose to 91.1 degrees, and at the beginning of the month it fell to as low as 72.2 degs. Throughout the month the maximum temperature was 85°, the mean 79.8°, and the minimum 76°. The average velocity of the wind was recorded as 9.9 miles per hour, and the direction most prevailing, S.E. by E.

CHINA'S NEUTRALITY.

WHAT WILL HAPPEN IF CHINA JOINS JAPAN?

Nearer and nearer looms one of the many grave dangers threatening the world through the struggle between Russia and Japan, says Mr. Henry Norman, M.P., in the *World's Work* for June.

I fully believe that the Japanese Government has sincerely and urgently sought to keep China neutral.

So far this has been the case, but with the striking successes of the Japanese and the consequent revival of Asiatic prestige, the Chinese, both Government and people, have—as a few of us have steadily foretold from the beginning—grown more and more impatient of inactivity, until at the present moment the irregular attacks upon the Russian lines of communication are almost enough to warrant the statement that China is ceasing to be neutral.

JAPAN MAY CEASE TO DESIRE CHINA'S NEUTRALITY.

Moreover, in my opinion—and I beg my critics to observe that I claim no authority for this beyond a personal opinion—the time will come, and perhaps soon, when Japan will no longer desire the neutrality of China.

The instant she gives a hint in Peking to this effect, then, colloquially speaking, the fat will be in the fire.

A serious and organised attack by Chinese troops upon the Russian army would precipitate a series of complications of which no man can foresee the result, and it is not a hostile criticism of Japan to say that at a given moment she will probably bring this about.

When a nation is in the midst of such a struggle, she must play any move on the board.

INTERNATIONAL COMPLICATIONS.

It is not an opinion, I may add, but a fact, that the interference of China is regarded with profound alarm by the Foreign Minister of every country with great interests in the Far East.

This is much the most threatening cloud on the international horizon of to-day.

If Russia should have a victory on land it would be minimised; if the Japanese continue to be victorious it will grow apace.

THE RUSSIAN RAILWAYS.

SAFEGUARDING THE LINE.

Further precautionary measures have been taken with regard to the Siberian Railway. Passenger trains are now being accompanied by soldiers; each car carries four soldiers and one policeman. When a train passes over a bridge or through any railway buildings, all the windows of the carriages must be closed, and no passengers are allowed to stand upon the small platform at either end of the cars.

Iron wharries built in the form of pontoons have been towed to the bridges over the Sungari and Nonni rivers by the steamers of the Eastern China Railway. It is regarded as an important measure to have these wharries in readiness, for each of them can carry ten loaded railway cars, and they will take the place of the railway bridges in case the latter should be damaged or blown up. Attempts in this direction have led the Russians to increase considerably the soldiers on guard at them; these guards are exclusively Russians, and they are relieved frequently, so that they may not become tired and go to sleep on duty. The station at Mukden has been rebuilt, and it is now a first-class station. Hitherto it had three tracks; three new tracks have been laid down and several platforms added. So many sidings have been added to the Manchurian Railway of late, that the authorities claim that the carrying capacity of the line has been increased by 40 per cent.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 9th at 11.50 a.m. The barometer has fallen in S. China, in the Philippines and in Japan.

Gradients are slight on the China Coast, and light variable winds will prevail in the Formosa Channel.

They are still rather steep over the China Sea and fresh to strong S.W. monsoon may be expected in this region.

Forecast:—Fresh S.W. winds, fine.

N.B.—The information from northern stations is very limited and from western stations entirely wanting.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kunung*) 12th inst.French (*Oceanic*) 12th inst.Australian (*Tylian*) 13th inst.American (*Siberia*) 13th inst.Canadian (*Tartar*) 19th inst.

The Java-China-Japan Line's *Tylian* will be expected here on 18th inst.

TELEGRAMS.

(Reuter's.)

The Mission to Tibet.

LONDON, 7th July.

Mr. Balfour, speaking in the House of Commons, said that the policy of the Government in regard to the Tibet Mission was unchanged. Negotiations might be opened at any moment during the advance with a competent and properly empowered negotiator. The Government did not desire to ask terms at variance with previous declarations.

LATER.

The Re-Organization of the British Army.

The Standard learns that Mr. Arnold Forster's revised scheme of Army re-organization will virtually sweep the Militia out of existence. Sixty thousand of the least efficient Volunteers will be struck off. The South African Garrison reduced by 5,000 men, and Malta, Gibraltar and other outposts partly denuded. The scheme, which is not yet approved of by the Defence Committee, is an amazing budget of impossible proposals, more impracticable than the abandoned scheme recently before the Cabinet.

TYPHOON WARNING.

MANILA OBSERVATORY.

July 9th, 10 a.m.

Mr. Edw. S. Bragg, U.S. Consul General, has issued the following notification:—Typhoon in the Pacific N.E. of Manila.

THE RECENT TRANSPORT DISASTERS.

MERCANTILE FIRE ON THE "HITACHI."

The Shimonoseki correspondent of the *Asahi* sends by his paper a narrative, furnished by those of the crews of the *Hitchi* and *Sado* who have survived the transport disaster, which shows how meritorious was the Russian fire. It is stated that all the men holding responsible positions on board the *Hitchi* have died or are missing. A helmsman, who was at the wheel on the bridge of the *Hitchi* at the time of the disaster and has survived, gives a vivid account of the last moments of Captain Campbell and other officers.

Captain Campbell, according to this man, just before being commenced gave the order to put the helm hard a starboard, and the wheelman at once obeyed the command turned 180 degrees. Just as this order had been executed a projectile broke one of the Captain's legs. Instead of leaving the bridge, Captain Campbell sat down where he had been standing. While he was speaking to Mr. Kimura, the second officer, who was also on the bridge, the latter was struck by another projectile, and

FELL DEAD AT THE CAPTAIN'S FEET.

There being now no commander on the bridge, the helm was still hard a starboard, so that the steamer quickly described a circle and at last appeared to be making straight for the Russian ship, which caused the people of the lately sunk *Idzumi*, who were on board the *Gromovoi*, to think that the *Hitchi* intended to ram her. It is believed that for this reason the Russian ship fired without mercy at the *Hitchi*, which carried a large number of troops. This can be inferred from the fact that the Russians showed no quarter and almost exterminated all on board. The survivors allege that they fired hundreds of shot at the "*Hitchi*," even shooting the people struggling for their lives in the water. If there had been anyone on board who could have righted the helm at this time, and the steamer had been directed at full speed towards the shore of Chikuzen, she might have been sunk nearer the land than she actually was, and more lives might have been saved, as many fishing smacks were about. The speed of the "*Hitchi*" could have been developed to 20 knots an hour, and it was the correct course for Captain Campbell to attempt to escape. His determination and courage, the seamen think, merit the highest praise. What is to be most regretted is that the steamer lost her officers, who would have adjusted the helm, and that the engines of the steamer were so speedily disabled.—*Kobe Chronicle*.

JAVA SUGAR.

IN 1903.

The year 1903 proved to be a more prosperous one for Java than its predecessor. The sugar crop was a record one, and prices ruled considerably higher than during 1902. According to a Consular report, the total production reached 883,020 tons, or nearly 35,000 tons in excess of the year 1902. The results obtained, however, in the various divisions of the island were very dissimilar. In East Java, heavy rains fell early in the year, and the quantity produced was 503,507 tons, as against 463,364 tons in 1902. In Mid-Java heavy rains fell at frequent intervals during the milling season, and although the crop was the largest so far produced, being 228,604 tons as compared with 222,546 tons in 1902, and 182,833 tons in 1901, the percentage of sugar in the cane was very disappointing. In West Java, the weather was also unfavourable, the crop obtained amounting only to 153,907 tons against 162,111 tons in 1902. The prices obtained were much more satisfactory than in the preceding year, the lowest point reached being the equivalent of 75.3d. per cwt., as against 65.2d. per cwt. in 1902. Notwithstanding the low values of the last two years only five mills in all Java have been compelled to close. Prospects for the 1904 crop are at present very uncertain. Too much rain has fallen in some districts and in others drought has prevailed. In view of the uncertainty as to the continuance of the United States as the principal consumer of Java sugar every effort is being made to increase the volume of trade with Eastern markets.

THE EVOLUTION OF TAMEAT KINSAN.

To those who know something of the history of the Japanese, and to those especially who have lived among them in their own country, the victories they have won on sea and land are not in the least surprising. As one who may claim to be included in both these categories, I am inclined to attribute the success of the Japanese to three main factors—their traditional love of country, their physical "fitness," and their passion for detail.

A European, and perhaps even to a greater extent an American, will have considerable difficulty in understanding the quality of Japanese patriotism. The German Emperor and perhaps a few of the more advanced members of the White Rose League are the only people west of Suez who really believe in the divine right of monarchs. But in Japan you have a whole nation, even the least unsophisticated of them, to whom a religious reverence for the Imperial line is as axiomatic, as completely removed beyond all doubt and controversy as the law of gravitation. It cannot be explained, but there it is. And mixed up with this, perhaps bred of it, is a pride of race and contempt of foreigners, stronger even, if that be possible, than the average Briton feels.

Let us, at least, admit that the Japanese has some reason for his pride. His country is virgin soil to the invader, as far as history goes, though it cannot safely be trusted for more than thirteen centuries, and the only serious attempt to conquer it, made by the Mongols in 1281 with a huge fleet, met with much the same fate as another armada which set forth to conquer Britain three centuries later. Since then Japan has never been attacked from without.

But though she had few alien foes, Japan's military traditions are as ancient as the throne itself. Her system of conscription in the beginning was so comprehensive that the nation consisted entirely of soldiers, of which the sovereign was, of course, the commander-in-chief. It was not until about 700 A.D. that it occurred to them that a certain proportion of the population might be set free to do some remunerative work; and thus it came about that the feudal system, which was to exist until 1867, grew up, and the samurai, or military class, came into existence.

A feudal system, which in Japan was not very different from that which we enjoyed here in England, has many disadvantages; but at least it provides abundant opportunities for fighting, and when the Japanese nobles had in the old *suei* way perched out their claims and surrounded themselves with as many retainers as they could lay their hands on, the rest of the population seem to have made a precarious livelihood by supplying them with bows and arrows, and armour and swords and other military equipment.

When it became a recognised principle that every stalwart man should bear arms and every weakling become a bread-winner, and the distinction between soldier and working-man was officially recognised, it is not necessary to inquire which was the predominant partner in the nation. And with a military caste in a position of administrative and social superiority for more than seven hundred years, it might be supposed that the common people, the mere workers, would lose all military capacity. That they had not became clear when, for the second time in her history, Japan adopted universal conscription. This was in 1872, and five years later the Satsuma rebellion gave ample opportunity for testing the mettle of the new army. On the one side were the flower of the Samurai, led by their trusted generals who had never known defeat; on the other, a body of recruits drawn from all classes of the people. The rebels were outnumbered, and both sides fought with such reckless valour that in a campaign of eight months a third of 1,000,000 men engaged were killed or wounded. In the result, the Government troops were everywhere successful and the superiority of the new military system over the old clearly proved.

The physical qualities of the Japanese are by this time pretty well understood. The men are short in stature, it is true, so short that the army takes all over five feet two inches, but they are sturdy and well developed, and surprisingly agile. The rapidity with which manoeuvres are carried out by the infantry has astonished many Western critics, for what Taméatkinsan (a pardonable equivalent to Tommy Atkins) lacks in length of limb he makes up in quickness of movement, and there is no question about his powers of endurance. Inured from his infancy to a life of hardship, temperate in food and drink by necessity, if not by conviction, living largely in the open air, he grows up tough and muscular, and when at the age of twenty he comes into the hands of the drill-sergeant, he requires very little physical training to make him fit to carry the forty-three and a half pounds which is his burden in the field. As a conscript he gets few luxuries, though his pay of three-farthings a day is sufficient to supply him with as much tobacco as is good for him. Should he rise to the rank of corporal or sergeant, he may receive as much as three shillings a week, which in Japan is comparative affluence.

The simple diet to which the Japanese soldier is accustomed is of incalculable value on a campaign. The staple article of commissariat for an army in the field is dried rice, and three days' supply is usually carried by every soldier. Salted fish, dried seaweed, or a little sauce are served out when they can be obtained, and Tameatkinsan, like every other soldier in the world, when on active service, is not above supplementing his meals by anything edible which the country may contain. The officer lives as simply as his men—there are no pianos or Turkish baths to be found among the impediments of the army. When it is said that a first-lieutenant is paid £47 a year and a captain £71, and that in nine cases out of ten they have no private means, it will be understood that to them a campaign does not involve many privations.

Of the infinite capacity of Japanese for taking pains to perfect whatever their hands find to do, whether it be in art, in agriculture, or in the science of war, the country itself is a living witness. It is said that the smallest detail of the campaign in which they are now engaged has been the constant study of Japanese officers ever since the European Powers deprived Japan of the fruits of her victory over China. From that day a conflict with Russia has been regarded as inevitable by Japanese statesmen, but, unlike the designers of another "inevitable" war from which her ally has emerged, Japan set herself to the task of preparation with a patience and perseverance which are certainly not borrowed from Western civilisation. Whatever may be the outcome of the war, Japan has proved that she is no longer the "new boy" in the comity of nations, but has already become a teacher.

F. W. B.

A RUSSIAN PATHFINDER.

THE RAILWAY KING OF THE FAR EAST.

(BY WILLIAM DURMAN.)

Just as Prince Khilkoff, the great railway organiser of Russia, received much of his scientific training in the United States, so Alexei Ivanovich Yugovitch, the most famous of living engineers in the empire of the Czar, had the benefit of a course at King's College, London. Since the Crimean War produced a permanent political and social chasm between the two nations, Russian tourists rarely visit this country for pleasure, though their predecessors made a sojourn amongst us as a rule of life. But occasionally a candidate for professional honours has sought the benefit of advanced instruction at our educational establishments, though America receives a much greater number of such students. Young Yugovitch was a native of the province of Kherson, in South Russia. He lost both his parents when a child, but was so sharp and fascinating a lad that he attracted the admiration of some kind-hearted people, such as, to the credit of the nation, abound in every part of Russia. In Odessa, the capital of Kherson, he was able by his industry and his remarkable talents to compend himself to the special notice of some of the foreign traders of the port. These gave him further help to pursue his studies, and eventually supplied him with the means for gratifying his ambition to spend some time in the capitals of the West of Europe.

HIS DEBT TO ENGLAND.

Yugovitch's residence and training in London account sufficiently for his perfect knowledge of English, and his acquaintance with our system of railway construction made him, in later years, immensely useful in the work of developing the vast railway schemes of Russia in Asia. He was beginning at the bottom of the ladder in South Russia at the same period that Witte was working as a railway clerk in another spot in the same part of the country. Both these great men started life under great difficulties, but each achieved supreme success by reason of indomitable energy and the display of magnificent ability. Yugovitch knew better than to remain abroad. Indeed, he went back to his own land more pro-Russian than when he left it, and though he owed much of his qualifications and skill to experience gained in England, he is, like nearly all Russian officials and administrators, exceedingly anti-English. Like Gropdekoff, Ukhomsky, and Kuropatkin, he likes the English personally, but entertains views absolutely antagonistic to British interests. Again it must be remarked that the traditions of the Crimean War are mainly accountable for this attitude, which has become a general Slav characteristic.

A GREAT ENGINEER.

Yugovitch took active part, as a youthful engineer, in the construction and early working of Russia's model line—the famous Riazan Company's railway, running from Moscow, through Riazan, down to Odessa, with a great branch to Astrakhan, on the Caspian. Many of the railways are made and owned by the State, but these are always constructed and managed chiefly with a view to military exigencies. The Riazan Railway Company owns a branch from Riazan by which the great Siberian express runs, in preference to the State line, by way of Tula, where Count Tolstoi has his home. The distance is considerably less. Young Yugovitch's experience as a constructing engineer in his days on the Riazan line laid the foundation of his prosperity. It was, for him, an unspeakable advantage that he participated in the building of a line which was without any rival in the whole empire. His work of late years in constructing the Manchurian Railway is a wonderful contrast to that executed on most sections of the Great Siberian, great lengths of which will need a complete rebuilding. He is chief engineer of the Russian railway work in the Far East, and is now close on 60 years of age. He has toiled strenuously for 40 years, and has done more than any other man to push forward Russian railway enterprise.

A RUSSIAN WITH A GOATLE.

His personality is exceedingly impressive, but also very peculiar. His face is clean shaven, with the exception of a minute portion of the chin, from which hangs a thin long tuff. Visitors in Manchuria have frequently wondered why almost all the administrators and officials of the numerous staff of the Manchurian railways, as well as some other Government departments, have adopted this singular fashion, which is not over appropriate to the broad Slav facial conformation. The secret lies with Prince Khilkoff, the celebrated and influential Minister of Ways and Communications, who has secured for himself the sobriquet of "The Yankee," because of his proclivity to American ways, acquired during his prolonged sojourn in the United States. But there is nothing at all of American about Yugovitch, who is a Slav of the Slavs. Indeed, he is a genuine disciple of Witte, whose friendship for him has been confirmed and thorough. It may, in fact, be said that to the great financier Yugovitch owes his advancement to no small degree, though Witte is only slightly his senior in age.

ONE OF RUSSIA'S STRONG MEN.

Yugovitch impresses any listener by his conversation. His movements are slow, for he is of massive build and powerful frame, but his face is full of expression, and his eyes, though lacking lustre in his usual reflective and introspective attitude, sparkle at once with keenest intelligence when talking on any theme engaging his attention. He is at once a man of thought and enterprise, of theoretical culture, and of practical efficiency. He first became widely known through the skill he displayed during the last Russo-Turkish War. He is, indeed, the most famous of Russian military engineers. He was next engaged as construction engineer of the Trans-Caspian system, but after some years in that quarter a much more difficult enterprise awaited him, for he was entrusted with the critical and costly undertaking of building a line in the Bessarabian hill-region. Yugovitch is a splendid representative of the unique class of Russian officials who have proved their magnificent capacity at every stage of the service, from the lowest grade to the highest position attainable. He is one of the strongest of the Czar's "strong men." He is possessed of a keen initiative faculty, and believes, exactly as does Prince Esper Ukhomsky, in the dominating mission and destiny of Russia.

A GREAT SCHEME'S FAILURE.

Yugovitch a quarter of a century ago formulated a grand scheme of railway construction for Asia Minor. He it was who planned a line which should run from Sinope to Bagdad. This would have laid the Turkish Empire first, and next the whole of Persia, at the feet of the Czar. The Russian Government feared to provoke the opposition of England by the adoption of the Persian part of the brilliant scheme. Therefore the advisers of the then Czar constrained him to postpone the programme. Some years later, to the deep disappointment of both Witte and Yugovitch, Germany stepped in with her plans, and Russia has lost her golden opportunity. It was this Teutonic intervention which first inspired in the case of Ukhomsky that hostility to Germany which burst forth in eloquent pamphleteering expression, after the lieutenants of the Kaiser had seized Kiao-Chiao. That was not the first offence. The Asia Minor railway scheme had paved the way to a resentment of the pretensions of the Mailed Fist.

THE CROWN OF HIS CAREER.

Much will be heard during the war of the splendid railways in Manchuria. Yugovitch has done his work grandly. Massive bridges, deep cuttings, strong culverts, excellent buildings as homes for officials, thousands of cottages for the 40,000 soldiers who have been converted into guards, and scores of churches show the intended permanence of this gigantic work in a country considerably larger than France. For many years Yugovitch has been traversing Manchuria on horseback visiting every spot where Russian peasants and soldiers, Chinese coolies and Korean labourers have in thousands toiled to carry out his wonderful plans. Europe wondered how it was that after the terrific Boxer outbreak this Manchurian system seemed little the worse. The truth is that it was too solidly constructed for Boxers and bandits to perpetrate on it any serious injury. The effect of Yugovitch's faithful and assiduous toil will be demonstrated as the campaign now inaugurated proceeds. Well would it be for Russia if her Siberian system equalled the Manchurian.—*Daily Express*.

PEN AND PENCIL AT THE FRONT.

At a time when a legion of war correspondents are gathered together in the Far East and eating their hearts out pending permission to go to the actual front, it is interesting to inquire who was the bold and adventurous individual who first undertook this perilous kind of work. That Master Bedford, "Scout-Master-General to the committee of both kingdoms," and letter-writer from the front during the Civil Wars in the reign of Charles I., was the earliest war correspondent may be generally conceded; but the claim of Henry Crabbe Robinson to rank as an earlier pioneer than even George Borrow has been almost overlooked. The latter wrote his letters on the first Carlist War for the *London Herald*, but some thirty years prior to this "Old Crabbe," as he was familiarly called by his friends, was despatched by the *Times* to report on Napoleon's campaigns in Central Germany, a task for which he was eminently fitted, not only on account of his great tact and powers of observation, but because he had received much of his education at a German University.

But the question as to who was the first war correspondent naturally suggests another. Who was the first war artist? The ill-fated adventure of the famous Russian painter Vassili Verestchagin on board the *Petrovsk* at Port Arthur recalls the little-known fact that another great painter, the celebrated Sir Joshua Reynolds, narrowly missed the distinction of being the first to sketch battle scenes on the spot. He was a guest on board the flagship of Admiral Kappell, who led a British expedition against Algiers; but the Dey patched up a truce and so no fighting took place. The truth is that the first artist who actually drew the changing incidents of war from real life was Robert Ker Porter, the brilliant brother of two gifted sisters—Jane, the author of "The Scottish Chiefs," and Anna Maria, who wrote "The Hungarian Brothers."

"Bob," as he was universally called by his fellow students at the Royal Academy schools, was only sixteen when he was commissioned to paint an altar-piece for Shoreditch Church. When barely twenty, he visited Russia, and became historical painter to the Tsar, and later on he accompanied Sir John Moore all through his Peninsular campaign, during which, from the outset to the final battle of Corunna, his pencil was never idle. Having made a romantic marriage with a Russian Princess, his next exploit was to undertake an adventurous ride over the Caucasus and through Asia Minor, arriving at Scutari laden with sketches and

notes. Finally this man of many parts received knighthood, and, turning diplomatist, acted for many years as British Consul in Venezuela. Most of his drawings are to be seen in the British Museum; but his huge picture of the battle of Agincourt, painted for the Corporation of London, lies hidden in the cellars of the Guildhall.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report, dated 8th inst., Messrs. Benjamin, Kelly and Potts state:—

The market has ruled very quiet during the week and, with the exception of a rather sharp drop in Shanghai and Hongkong Wharfs and Farnham Boyds, prices have been well maintained and, in some cases, have hardened.

The eighth general meeting of shareholders in the Tebrau Planting Company, Limited, is fixed for the 13th July. The transfer books will be closed from the 11th to 25th instant, both days inclusive.

Banks—Hongkong and Shanghai Banks have again found buyers at \$60 and the London quotation remains at £67 10/11. Nationals continue in request at \$38.

Marine Insurance.—Union Assurance are on offer at \$545. China Traders have been bought and have again found buyers at \$6 1/2. We quote North China at Tls. 65.

Fire Insurances.—Hongkong Fires have been done at \$310 and more shares are required for. China Fires changed hands at \$88.

Shipping.—Hongkong, Canton and Macao Steamboats are rather firmer and business has been done at 22 1/2. Indo-China have been fixed at \$118, \$117 1/2, and \$117. China and Manilas can be placed at \$15 and Douglas Steamships continue in demand at \$35. Star Ferries are unaltered with buyers at \$33 and \$24 for the old and new shares respectively. Shell Transports are to be had at 26/-.

Shanghai Tugs have been sold at Tls. 47 for the ordinary and Tls. 46 for the preference shares, closing with further buyers at the rates.

Refineries.—China Sugars continue to advance and \$186 has been paid for shares. Luzons are neglected at quotation.

Mining.—Charbonnages have been booked at \$490. Raubs are quoted at \$74. Chinese Engineering have been placed at Tls. 670.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further risen and close at \$218. Kowloon Wharfs are inquired for \$113. Farnham's—Private advices from Shanghai state that it is proposed to pay a final dividend of Tls. 7 making Tls. 12 for the year ending 30th April, 1904, place Tls. 50,000 to reserve fund, and carry forward about Tls. 48,000. Since the figures became known the market weakened rapidly and shares were disposed of at declining rates down to Tls. 152.

Hongkong Wharfs have also experienced a decline and sales at Tls. 140 are reported.

Lands, Hotels and Building.—Hongkong Lands have been sold at \$158. Kowloon Lands have changed hands at \$364 and are wanted at \$37. West Point has been placed at \$60.

Shanghai Lands have gone up to Tls. 120 at which rate business has been transacted. Hongkong Hotels are in the market at \$135.

Hotel des Colonies have been parted with at Tls. 12. Humphreys Estates are steady and further sales have been effected at \$124.

Cotton Mills.—Nothing doing. Cigar Companies.—Sumatras have been dealt in at Tls. 64 1/2.

Miscellaneous.—Green Island Cements are firm at \$29 1/2. China Borneos have improved to \$104. A. S. Watsons are in demand at \$154. Electrics are in request at \$144 (old) and \$88 (new). The report and accounts for the year ending 30th April, 1904, show a balance at credit of profit and loss account of \$93,769.77. After deducting \$3,000 for directors' fees, there remains the sum of \$90,969.77 for appropriation, and the directors recommend that this be disposed of as follows:—To pay a dividend of \$1 on old shares and 50 cents on new shares (absorbing \$45,000), write off plant account for depreciation \$44,222.11, and carry forward to next account \$1,747.66. Dairy Farms have further risen and are wanted at \$19. Steam Waterboats are inquired for at the improved rate of \$184. China Light and Powers have advanced to \$83. Langkats have dropped to Tls. 29 1/2, but are wanted at this figure.

SAIGON RICE.

Writing from Saigon, under date, 1st inst., Messrs. W. G. Hale & Co. state:—

During the earlier part of the period under review, our market has been somewhat easier owing to next to no demand from neighbouring countries, thus allowing a fair business with Europe. But, towards the close, prices have gradually advanced, and the tendency of the market is for further rise, owing to millers having commenced buying to fill existing contracts and new engagements, and dealers in the interior putting up daily their pretensions as demand for grain increases.

Eastern demand has revived somewhat and we record several transactions with Japan, Java, and the Philippines.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	110/11
Do. demand	110 3/16
Do. 4 months' sight	110 1/16
France—Bank T.T.	232
America—Bank T.T.	144
Germany—Bank T.T.	188
India T.T.	138 1/2
Do. demand	138 1/2
Shanghai—Bank T.T.	70 1/2
Japan—Bank T.T.	91
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	111
Buying.	
4 months' sight L/C.	110 1/16
6 months' sight L/C.	110 1/16
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	100 1/2
4 months' sight France	232 1/2
4 months' sight Germany	188 1/2
Bar Silver	116 1/16
Bank of England rate	25 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	940/950
Old	1000/1060
Older	1080/1160
Oldest	1180/1210
Patna New	1370
Old	1420
Benares New	1270
Old	1245
Manila Paper	850/880

To-day's

Advertisements.

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor, Mr. JAS. CHRISTIE.

COMPLETE CHANGE OF PROGRAMME.

TO-NIGHT,

(SATURDAY), July 9th, 1904.

NEW SKETCHES!

NEW DANCES!!

NEW SONGS!!!

A Clever Performance by Clever Artists.

Prices... .. \$2 and \$1.

Overture 8.45 p.m. Performance 9.15 Sharp.

Hongkong, 9th July, 1904. [803]

IN THE SUPREME COURT OF

HONGKONG.

IN BANKRUPTCY.

NOTICE OF SECOND GENERAL MEETING OF

CREDITORS.

No. 9 of 1904.

Re THE TUNG CHAN Firm, lately trading as Merchants at No. 110, Wing Lok Street, Victoria, in the Colony of Hongkong.

THE Second General Meeting of the CREDITORS in the above matter will be held at the Official Receiver's Office, Land Office, Queen's Road Central, on MONDAY, the 18th day of July instant, at 12 o'clock at Noon precisely, for the purpose of deciding whether the Resolution of the 22nd day of June, 1904, accepting the Debtor's proposal for a scheme of arrangement shall be confirmed.

Dated this 8th day of July, 1904.

BRUCE SHEPHERD,

Official Receiver.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE is hereby given that THE ANSONIA CLOCK COMPANY, of No. 99, John Street, New York, in the United States of America, and of No. 23, Fore Street, London, England, have on the 4th day of July, 1902, applied for the Registration in Hongkong, in the Register of Trade Mark, of the following Trade Mark:—

The letter A enclosed within a square which has short lines at its four corners and which square is enclosed within a Diamond, in the name of THE ANSONIA CLOCK COMPANY who claim to be the Sole Proprietors thereof.

The Trade Mark has been used by the Applicants since 1865 in respect of the following goods:—

Horological Instruments in class 10. A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 9th day of July, 1904.

DENNIS & BOWLEY,

Solicitors for the Applicants.

NOTICE OF REMOVAL.

I HAVE REMOVED MY OFFICES TO NO. 38, QUEEN'S ROAD CENTRAL, First Floor, (lately occupied by Messrs. J. D. HUMPHREYS & SON).

JOHN HASTINGS.

Hongkong, 9th July, 1904. [814]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"

FROM ANTERWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Mongalia* and *Egypt*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)	
One week	2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.
1, Ice House Road,
Hongkong.

Intimations.

SAVARESSE'S
SANDAL
CAPSULES

Efficacious because absolutely pure
English Oil. Not made of vegetable
oil. Full directions. All Chemists.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts, made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing. Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1903.

Shipping.

Arrivals.

Machew, Ger. s.s., 996, Harjes, 8th July.—Bangkok and Swatow 7th July, Rice.—B. & S.
Clam, Br. s.s., 2,311, J. Evans, 8th July.—Balk Papan 29th June, Bulk Oil.—A. K. & Co.
Angbin, Ger. s.s., 1,001, J. F. Schaefer, 9th July.—Bangkok 2nd July, Rice and Wood.—B. & S.
Johanne, Ger. s.s., 952, Ipland, 9th July.—Saigon 4th July, Rice.—J. & Co.
Lyra, Am. s.s., 3,516, Williams, 9th July.—Manila, P.H. 6th July, Gen.—D. & Co., Ltd.
Wosang, Br. s.s., 1,117, H. S. Mallon, 9th July.—Canton 8th July, Gen.—J. M. & Co.
Bornco, Br. s.s., 2,943, G. W. Gordon, R.N.R., 9th July.—London 28th May, and Singapore 4th July, Gen.—P. & O. S. N. Co.
Tyr, Nor. s.s., 1,718, P. L. Danielsen, 9th July.—Hongay 6th July, Coal.—S. W. & Co.

Clearances at the Harbour Office.

Elg, for Saigon.
Charles Hardouin, for Canton.
Winghat, for Macao.
Rubi, for Manila.
Tyr, for Canton.
Agnar, for Pakhoi.
Chuanwat, for West River.
Hot Hai, for West River.
M. Struwer, for Swatow.
Sithenia, for Tsingtau.
San Cheong, for Canton.
Linton, for West River.
Clam, for Shanghai.
Mauyang, for Kudat.
Undine, for Hongay.
Paul Beau, for Canton.
Kwongchow, for Canton.
Kongnam, for West River.
Phranang, for Swatow.
Doile, for Amoy.
Saining, for West River.
Haimun, for Swatow.
Wo Kwai, for West River.
Ataka, for Canton.
Jacob Diederichsen, for Haiphong.
Hinsang, for Hongay.

Departures.

July 9.
Doric, for San Francisco.
Rubi, for Manila.
Baron Cowder, for Sasebo.
Nankin, for Bombay.
Mauyang, for Manila.
Agnar, for Pakhoi.
Rubi, for Canton.
Shanti, for Hongay.
An Pho, for Saigon.
Mahilde, for Hoihow.
Pentabola, for Amoy.
Tyr, for Canton.

Passengers arrived.

Per Johanne, from Saigon—92 Chinese.
Per Lyra, from Manila—Mr. E. N. Campbell, and 43 Chinese.
Per Machew, from Bangkok, &c.—Mrs. Dawson, and 22 Chinese.
Per Bornco, for Hongkong from London—Engr. Lieut. A. Brown, Messrs. R. J. Skinn and N. Hayward. From Port Said—1 Chinese. From Penang—Capt. E. J. Miles. From Singapore—Miss Cassella. From London for Shanghai—Fleet-Surg. and Mrs. Shand, child, infant and amah, Mrs. L. Dawson, infant and amah, Miss V. Horricks, and Col-Sergt. E. E. Dunn.

Passengers departed.

Per Yunyang, for Manila—Messrs. Charles D. Hart, A. Guntner, E. Hearty, Daniel M. Seary, W. F. Wenzel, Lau Yuk Lin and 3 sons, H. McCoomack, Rocio Marin, J. J. O'Brien, G. L. Spalding, Julio Salutregui, Carl Rooper, Chan Beng Chit, Chan Chang, James C. Gilkerton and Mariano de Dios.
Per Doric, for San Francisco, &c.—Mr. C. A. Moore, Lieut-Comdr. Doyle, Mrs. C. A. Schoelkopf, Miss Ruby Weston, G. W. Gohling, J. Brandon, Mr. and Mrs. C. L. Gorman, Rev. E. E. Byron, Messrs. L. I. Mowry, Lee Toy, H. E. de Silva and Frank Myre. For Shanghai—Messrs. A. H. Mancell, W. A. Ralston, Mrs. T. E. Griffith, Messrs. August Thoen, M. Michael, S. G. Gladkoff, R. H. Crofton, Mrs. Clark, Messrs. H. Meyer and R. H. Barmah. For Amoy—Mrs. H. C. D. Frampton. For Yokohama—Miss Stuart. For Honolulu—Mr. Pang Sing Choy. For Kobe—Mr. Allan Cameron.

Shipping Report.

Str. Machew from Bangkok.—Fair weather, light S.W. wind.
Str. Angbin from Bangkok.—Moderate S.W. monsoon, fine weather.
Str. Clam from Bala Papan.—There to Bala Papan, light, variable winds, clear, thence to Mindoro Straits fresh S.W. wind, thence to port strong S.W. wind, with heavy rain, high sea, falling barometer.

Vessels in Port.

STRANERS.
Athenian, Br. s.s., 2,440, S. Robinson, 4th July.—Vancouver, B.C. 6th June, and Shanghai 1st July, Gen.—C. P. R. Co.
Clavering, Br. s.s., 2,154, D. Barton, 3rd July.—Salina Cruz 28th May, and Moji 27th June, Ballast.—C. C. S. S. Co.
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 5th July.—Vancouver via Ports 13th June, and Shanghai and July, Mails and Gen.—C. P. R. Co.
Foo Shing, Br. s.s., 1,423, T. Arthur, 5th July.—Moji 29th June, Coal.—J. M. & Co.
General Alava, Am. transport, Whitton, 20th June.—Cavite 17th June.
Haimun, Br. s.s., 636, W. C. Passmore, 24th June.—Kobe 19th June, Ballast.—D. L. & Co.
Helene Rickmers, Ger. s.s., 2,251, G. Wamcke, 8th July.—Moji 2nd July, Coal.—A. K. & Co.
Hinsang, Br. s.s., 1,424, W. E. Sawyer, 30th June.—Saigon 26th June, Rice.—J. M. & Co.
Hongkong, Fr. s.s., 742, A. Suzoni, 7th July.—Haiphong and Hoihow 6th July, Gen. and Pigs.—A. R. M.
Ischia, Ital. s.s., 2,784, M. Dante, 5th July.—Singapore 29th June, Gen.—C. & Co.
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 8th July.—Pakhoi 5th July, and Hoihow 7th, Gen.—J. & Co.
Kohsichang, Ger. s.s., 1,292, S. Simonsen, 4th July.—Bangkok 28th June, Rice and Wood.—B. & S.
Lightning, Br. s.s., 2,122, J. G. Spence, 6th July.—Calcutta 21st June, Penang and Singapore 1st July, Gen.—D. S. & Co., Ltd.
Macquarie, Br. s.s., 2,073, St. John George, 8th July.—Kobe via Moji and Amoy 21st June, Gen.—G. L. & Co.
M. Struwer, Ger. s.s., 666, P. Brandt, 6th July.—Tamsui 3rd July, Amoy 4th, and Swatow 5th, Gen.—O. B. K.
Onafa, Br. s.s., 5,676, T. Bartlett, 8th July.—Liverpool via Singapore 4th July, Gen.—B. & S.
Omsang, Br. s.s., 1,787, J. T. Davies, 1st July.—Java 22nd June, Sugar.—J. M. & Co.
Phannang, Ger. s.s., 1,021, F. Mangelsdorf, 30th June.—Bangkok 16th June, Rice.—B. & S.
Rajaburi, Ger. s.s., 1,189, D. Reimers, 6th July.—Bangkok 29th June, Rice and Lumber.—B. & S.
Sikh, Br. s.s., 3,116, James Rowley, 5th July.—New York 4th July, Gen. and Case Oil.—D. & Co., Ltd.
Simongan, Dut. s.s., 1,202, J. F. van Toll, 8th July.—Sourabaya 29th June, Gen. and Sugar.—Yuen Fat Hong.
Sithonia, Ger. s.s., 6,369, Hildebrandt, 8th July.—Singapore 3rd July, Gen.—H. A. L.
Solace, Am. transport, Bull, 8th July.—Woodsong 5th July, Ballast.—Government.
Taiyuan, Br. s.s., 1,459, L. Dawson, 26th June.—Australian Ports 4th June, and Manila 23rd June, Gen.—B. & S.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May.—New York 10th Dec., 1903, Case Oil.—S. O. Co.
Ibadan, Br. sch., 473, W. Winch, 5th July.—Manila 24th June, Ballast.—E. A. T. Co.
Justin, Am. collier, Hughes, 5th July.—Guam 28th June, and Cavite 1st July, Coal.—Admiralty.
Kentmere, Br. bq., 2,334, Burch, 14th June.—New York 29th Jan., Kerosine.—S. O. Co.
Maria L. Ital. bq., 1,118, D. Urso, 9th April.—Freemantle 7th Feb., Sandalwood.—Order.
Trongate, Br. bq., 949, A. Hutton, 28th May.—Freemantle 23rd May, Sandalwood.—Gilman & Co.
Vale of Doon, Sarawak bq., 669, J. Petersen, 22nd June.—Rajang, (N.W. Borneo) 6th June, Timber.—S. W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Radnorshire	Singapore	S. T. & Co	July 10
Nicomedia	Japan	P. & A. Co	July 10
Himera	Singapore	S. T. & Co	July 11
Oceanian	Saigon	M. M. & Co	July 12
Kumsang	Singapore	J. M. & Co	July 12
Glenroy	Singapore	M. C. & Co	July 12
Siberia	Japan	P. M. & Co	July 13
Tainan	Sydney	B. & S.	July 13
Tjipanas	Moji	C. J. J. L.	July 18
Tartar	Vancouver	C. P. R. Co	July 19
Emp. of China	Vancouver	C. P. R. Co	July 25
Arabia	Portland	P. & A. Co	Aug. 5

Ships Passed the Canal.

Outward—1st June—Germanicus, Stam, Indawadi. 4th June—Silvia. 7th June—Radnorshire. 10th June—Junna, Nippon. 18th June—Oceanian, Sardeden, Rhein. 22nd June—Baralong, Shimosa. 25th June—Java, Venetia, Peleus. 28th June—Andalusia, Garza, 2nd July—Tourane. 6th July—Marburg, Glenesh, Marlborough, Ratho, Solodon, Jemond, Austria, Roshampon.
Homeward—1st June—Brigantia. 25th June—Ping Sui, Armitia. 28th June—Manila. 2nd July—Alcorno, Oldenburg. 6th July—Sachsen, Frommthaus, Carl, Jaon.
Arrivals at Home—1st June—Idomenus. 4th June—Adriatica, Prima Heinrich, Annam. 7th June—Tydus. 14th June—Trieste, Formosa, Glenroy, Palawan. 18th June—Telamachus. 22nd June—Polystenus, Surtia. 25th June—Argos. 28th June—St. Ludrawadi, Bide, Saurina. 1st July—Ernst Simons. 6th July—Blyth, Rhallor, Achille.

TO-MORROW.

St. John's Cathedral, Hongkong.
The following will be the order of service to-morrow—
Holy Communion 7.30 a.m., Matins 11 a.m., Responses: Ferial, Venite: Farrant. Psalms: Wickes, Elvey, Monk, Felton and Elvey. Te Deum: Calkin B. flat, Benedictus: Langdon in F. Anthem: "O give thanks unto the Lord"—Elvey, Hymn: 260, and 191.
Evensong 5.45 p.m., Responses: Ferial, Psalms: Goss, Wickes, Croft, Crotch and Heathcote, Magnificat: Smart in G, Nunc Dimittis: Monk in A. minor, Hymns: 261, 178 and 323, Vesper Hymn: Ward (No. 2), Voluntary: Festival Commemoration—West, Allegretto in B. minor—Guilmant.

St. Peter's Seamen's Church.
Queen's Road West.
Sixth Sunday after Trinity.
Holy Communion 7.30 a.m.
Matins 11 a.m., Venite, Aylward; Te Deum, Gregory; Benedictus, Jackson; Hymns, 392, 520, 524 and 521. Kyrie.
Evensong 6.30 p.m., Magnificat, Hawes; Nunc, Foster; Hymns, 399, 360, 371 and 380.
The Church launch Daybring will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.
German Bethesda Chapel, West Point—Morning Service, 11 a.m.
St. Francis Church, Wanchai—Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.
Wesleyan Garrison and Naval Church Wanchai—Sunday 10.15 a.m., Sunday 3 p.m., Sunday School and men's Bible Class Sunday 6 p.m. Thursday 7.30 p.m., Bible Class.
Union Church—Services, 11 a.m., and 6 p.m.

Post Office.

A Mail will close for—
Canton—Per Fatshan, 10th July, 9 a.m.
Swatow, Amoy and Foochow—Per Haimun, 10th July, 9 a.m.
Kongmoon and Kumbuk—Per Linton, 10th July, 9 a.m.
Canton—Per Potuan, 11th July, 7.30 a.m.
Haiphong—Per Hongkong, 11th July, 9 a.m.
Moji and Salina Cruz, (Mex.)—Per Clavering, 11th July, 11 a.m.
Moji, Nagasaki, Kobe, Yokohama, Victoria, (B.C.) Seattle, (U.S.A.), Tacoma and Vancouver—Per Onafa, 11th July, 11 a.m.
Shanghai—Per Kwonggang, 11th July, 3 p.m.
Swatow, Chafoo and Tientsin—Per Wosang, 11th July, 3 p.m.
Shanghai—Per Shaoching, 11th July, 4 p.m.
Kongmoon, Kumbuk and Samshui—Per Tak Hing, 11th July, 5 p.m.
Nantao—Per Taitchin, 11th July, 5 p.m.
Swatow—Per Hot Fu, 11th July, 5 p.m.
Macao—Per Wingchow, 11th July, 5 p.m.
Canton—Per Hachow, 11th July, 5 p.m.
Canton—Per Fatshan, 12th July, 7.30 a.m.
Singapore, Penang and Bombay—Per Ichita, 12th July, 10 a.m.
Europe, &c., India via Tuticorin—Per Yarra, 12th July, 11 a.m.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma—Per Lyra, 12th July, 10 a.m.
Singapore, Penang and Calcutta—Per Lightning, 12th July, 2 p.m.
Canton—Per Hankow, 12th July, 5 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 13th July, 11 a.m.
Shanghai—Per Whampoa, 13th July, 4 p.m.
Manila—Per Zafro, 16th July, 9 a.m.
Europe, &c., India, via Tuticorin—Per Chusan, 16th July, 11 a.m.
Keelung, Shanghai, Moji, Kobe, Yokohama and Portland, Or.—Per Nicomedia, 16th July, 3 p.m.
Cebu and Iloilo—Per Kaifong, 19th July, 4 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Athenian, 20th July, 10 a.m.
Europe, &c., India via Tuticorin—Per Roan, 20th July, 11 a.m.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, and Melbourne—Per Yawia Maru, 29th July, 3 p.m.

CHINA COAST METEOROLOGICAL REGISTER.

	July 8th, 1904, a.m.	Bar.	Th.	Hum.	Wind	W.
Vladivostok	7 a.m.					
Yamato	6 a.m.					
Hakodate						
Tokio						
Kochi						
Nagasaki						
Kagoshima						
Oshima						
Naha						
Ishigakijima						
Taihou	7 a.m.					
Taichu						
Tainan						
Koshun						
Pescadores						
Weihaiwei	9 a.m.					
Gutlaff	29.54	87	81	SE	1	bv
Sharp Peak						
Amoy	6.30 a.					
Swatow	9 a.m.	29.57	85	WSW	1	b
Canton	29.62	88	73	W	1	c
Hongkong	10 a.m.	29.60	85	77	W	1
Victoria Peak						
Gap Rock						
Macao	29.57	86		SW	1	c
Haiphong						
Manila	29.80	84	71	SW	4	o
Bacolod	9 a.m.			SSW	3	c
Iloilo	29.85	83		WNW	2	c
Cebu	29.88	88		S	3	c
C. St. James	10 a.m.					

	July 9th, 1904, a.m.	July 9th, 4 p.m.
Vladivostok	7 a.m.	
Nemuro	6 a.m.	
Hakodate		
Tokio		
Kochi		
Nagasaki		
Kagoshima		
Oshima		
Naha		
Ishigakijima		
Taihou	5 a.m.	29.63
Taichu		29.59
Tainan		29.59
Koshun		29.62
Pescadores		29.59
Weihaiwei	9 a.m.	
Gutlaff		
Sharp Peak		
Amoy	6.30 a.	29.58
Swatow	9 a.m.	29.55
Canton	29.58	85
Hongkong	10 a.m.	29.55
Victoria Peak		
Gap Rock		
Macao	29.55	87
Haiphong		
Manila		
Bacolod	9 a.m.	29.81
Iloilo		29.85
Cebu		29.85
C. St. James	10 a.m.	

Barometer 29.60 29.49
Temperature 85 86
Humidity 77 65
Rainfall —

VISITORS AT THE HOTELS.

CRAIGIEBURN.
Dann, G. H. Ross, W. W.
Drayton, Mr. and Mrs. Smith, Mr. E. Grant
Forrest, T. S. Smith, Mr. and Mrs.
Gaskell, Mr. and Mrs. Grant
Gibbons, J. B. Woodward, Mr. & Mrs.
Lauder, P. and children
Melsaac, Mrs.
Baird, B. A. Kemp, H. N.
Barker, W. Key, Dr. F.
Rohmann, O. Lorenzen, Mrs.
Bunner, Mr. and Mrs. McClay, A.
W. C. Peterson, Mrs. & child
Chandler, Lieut. F. Pezau, Lieut. T.
Coleman, Y. M. Robinson, H.
Corraad, Mr. and Mrs. Smith, H. S.
Dibrell, W. C. Stephens, H.
Harrop, H. W. Trenmann, Capt.
Hopkins, L. M.
KOWLOON.
Anderson, Dr. Fuller, G. H.
Burton, Mr. and Mrs. Jones, Frederic
Daniel, W. Mitchell, Mr.
Tremonger, Lieut-Col. Finkston, Col. Wm.
and Mrs.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Manney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut-Comdr Oscar M. Makins	Shanghai
Britomart	gunboat, 1st class	710	6	1,300	Lieut-Comdr T. D. Pratt	Wusung
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Charub	water tank and tug	300	—	300		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Wusung
Espergle	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	360	6	5,700	Lieut-Comdr C. Asser	Shanghai
Fearless	cruiser, 3rd class	1,380	12	3,700	Comdr P. V. Lewes, D.R.O.	Wei-hai-wei
Glory	battleship, 1st class	12,050	16	13,500	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000		Hongkong
Hammer	storeship	1,640	—	800	Commander J. D. Daintree	Shanghai
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcner	Shanghai
Janus	torpedo boat destroyer	280	6	5,900	Lieut-Comdr J. A. Gregory	Shanghai
Klasha	river gunboat	—	4	—	Lieut-Comdr G. B. Powell	Chungking
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Wei-hai-wei
Moorehen	river gunboat	180	2	800	Lieut-Comdr F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Hongkong
Otter	torpedo boat destroyer	310	6	6,300		Hongkong
Phoenix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Yangtze
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Amoy
Rinaldo	sloop	980	10	1,400	Commander D. St. A. Wake	Singapore
Robin	river gunboat	85	2	240	Lieut-Comdr John P. Ives	West River
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut-Comdr H. T. Atlay	Hongkong
Sinip	cruiser, 2nd class	3,600	8	9,000	Captain C. H. H. Moore	Potowittesham
Snipe	river gunboat	85	2	240	Lieut-Comdr Davidson	Wahu
Taki	torpedo boat destroyer	250	6	6,500	Fleet Reserve	Wusung
Tamar	receiving ship	4,650	6	—	Commdore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut-Comdr E. V. Dugmore	Hankow
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Shanghai
Tweed	coast defence gunboat	365	3	200	Lieut-Comdr R. H. Fyfe	Ichang
Vengeance	battleship, 1st class	14,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wei-hai-wei
Vestal	sloop	980	6	1,400	Comdr S. St. John Farquhar	en route Shanghai
Virago	torpedo boat destroyer	355	6	6,300		Hongkong
Waterwitch	surveying ship	622	—	450	Lieut-Comdr Ernest C. Hardy	Shantung
Whiting	torpedo boat destroyer	360	6	5,900	Lieut-Comdr H. M. Wells	Shanghai
Woodcock	river gunboat	150	2	550	Lieut-Comdr Hugh Somervell	Hankow
Woodlark	river gunboat	150	2	550	Lieut-Comdr Wason	Chungking

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUETOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 P.M., the Company's Steamship
"YARRA," Captain H. Sellier, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIP-
MENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 11th July, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th June, 1904. [9]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 10th July,
at Noon, taking Passengers and Cargo to the
above Ports in connection with the Company's
S.S. Mongolia, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles,
and London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia
due in London on the 29th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1904. [4]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	July 12
Hyades	3,753	Geo. Wright	Ab. July 31
Shawmut	9,606	W. M. Smith	Sept. 1
Trenton	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Trenton	9,606	T. W. Garlick	...

* Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut	9,606	W. M. Smith	Ab. Aug. 12
Trenton	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Trenton
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 6th July, 1904. [11]

Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

FROM HAMBURG, EMDEN, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"BADENIA,"

Captain Rörden, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PENTAKOTA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. TO-MORROW, the 8th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 7th July, 1904. [804]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
MORROW, at 10 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th instant will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 12th instant, at
10 A.M.

All Claims must reach us before the 18th
of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

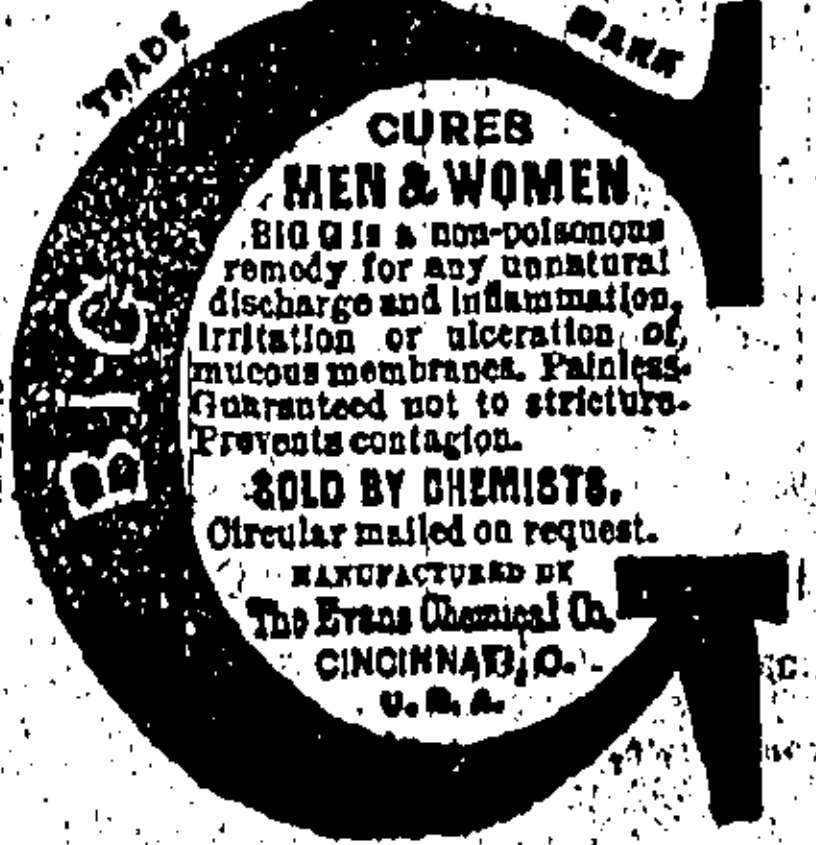
Hongkong, 5th July, 1904. [3]

Intimations.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following Vessel during her
stay in Hongkong Harbour:

ANAPA, British steamer, Capt. J. M. Williamson,
—Shewan, Tomes & Co., Agents.



SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81 = \$22.994 for half-year ending 31.12.1903	64 %	\$660 sellers
National Bank of China, Limited.	47,453	£10	£8	\$250,000	\$21,668	\$2 (London 3/6) for 1903	54 %	London 67
Do. (Founders)	750	£1	£1	\$175,533		None		\$38 buyers
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	58 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$2,000,000	Nil.	\$4 for year ended 30.4.1903	64 %	\$64 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 65
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$486,284	\$12 for 1902	94 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$122 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$371,110	\$22 1/2 for 1902	74 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$14 for second half-year 1903	104 %	\$24
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$200,000	£5,853	10/- for 1903	5 %	\$117 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,915	Nil.	\$3 for year ended 30.6.1903	81 %	\$36
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	61 %	\$33 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000	\$33,048	\$5 for 2nd 1/2-year making \$13 for 1903	84 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,700,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	26/- sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	54 %	Tls. 35
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	94 %	Tls. 47 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none		Final of Tls. 1 1/2 making Tls. 3 1/2	74 %	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$186 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	44 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$74
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 670 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half-year 1903	64 %	\$218 sellers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half-year ending 31.10.03	74 %	Tls. 152 sellers
Tanjong Pagur Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	\$6 for 2nd half-year 1903	44 %	\$255
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$40,936	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	64 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 %	\$10
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,489	\$28,015	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000		Final of \$2 1/2 making \$5 for 1903	44 %	\$113 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	8 %	Tls. 140 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	94 %	Tls. 187 sales
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	44 %	\$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	74 %	\$158a. & sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	64 %	Tls. 120 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	74 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$1 30 for 1903	54 %	\$60 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	74 %	\$135 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.03	74 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	74 %	Tls. 12 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	14 %	Tls. 45
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000	\$99,177	90 cents for 1903	74 %	\$124 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,024	Interim of 3 % a/c 1898		Tls. 25 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 324 sellers
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 400	Tls. 5,658	Tls. 26,389	4 % for 1897		Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	64 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 3 making Tls. 6	94 %	Tls. 644 sales
Alhambra, Limited	300	\$200	\$200	Tls. 25,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10	\$41,000		First year		\$94
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	54 %	\$294 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$104 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	74 %	\$134 buyers
Watkins, Limited	10,000	\$10	\$10	\$25,000	\$1,042	\$1 for 1903	13 1/2 %	\$74 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$94 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	90 cents for year ending 30.4.1903	61 %	\$144 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	£7,387	£1 div. and 2/- bonus for 1902	5 %	\$84 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 108,172	Tls. 7,548	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/4 for 1903	74 %	Tls. 1124 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 108,172	Tls. 7,369	Final of 37/6 making 5/3 for 1903	8 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T.Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		T.Tls. 130 sellers
Hall & Holz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$14 making \$34 for 1903	12 %	\$294 sales
Lace, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,482	Final of \$7 making \$12 for year end. 29.2.04	94 %	\$125 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	74 %	\$48 sellers
Lace, Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	74 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	74 %	\$160 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half-year 1903	94 %	\$80 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,283	\$14 for year ending 30.11.1903	74 %	\$19 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$12 for year ending 31.7.1903	81 %	\$37
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$55,000	\$506	\$3 for 1903	8 1/2 %	\$5 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£100	None	8 1/2 %	\$104 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$14,000	\$119	90 cents for year ended 31.5.1903	14 1/2 %	\$20 buyers
Do. (Founders)	100	\$10	\$10			\$20.70		\$1 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$5,470	None	8 %	\$18 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$5,548	Interim of 70 cents		\$84
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	94 %	\$104 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4		
Maatschappij tot Mijn. Bosch- en Landbouwex- ploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,609	Tls. 27,187	First quarterly of Tls. 10 for 1903	14 %	Tls. 2924 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Second do. Tls. 10, 15, 20, 30, 40	7 %	Tls. 744 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,488	Tls. 4 for 1903	9 %	Tls. 125 sales
Central Stores, Limited	6,000	\$15	\$12	\$2,000	\$1,253	Final of Tls. 5 making Tls. 10 for 1903	12 %	\$33
Do. (Founders)	123					Final of \$1.20 making \$1.70 for 1903		\$100
Do. (New Issue)	24,000	\$15	\$7 1/2			None		\$74
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	First year	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 4 for 1902	94 %	Tls. 65 buyers
Katz Brothers, Limited	15,000	\$100	\$100	\$375,000		Tls. 6 for 1903	94 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	\$324 sellers
Fraser and Neave, Limited	4,500	\$10	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$95 sellers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903		\$16 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$25	\$25			First year		\$50
South China Morning Post, Limited	6,000	\$45	\$45					\$25